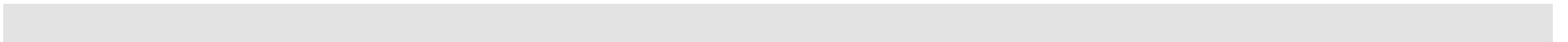


DESIGN & ACCESS STATEMENT

Land off Burton Road

August 2011



CONTENTS

Introduction

The Site

Design Proposals

Sustainability

Access



INTRODUCTION

This document describes the thought processes, concept development and technical considerations associated with the production of proposals for the redevelopment of a site off the south side of Burton Road, Monk Bretton.

The structure of the document is based on the guidance produced by CABI and the more recent South Yorkshire Residential Design Guide - January 2011. This document requires Design & Access Statements to demonstrate how the proposed development adheres to the principles of Building for Life.

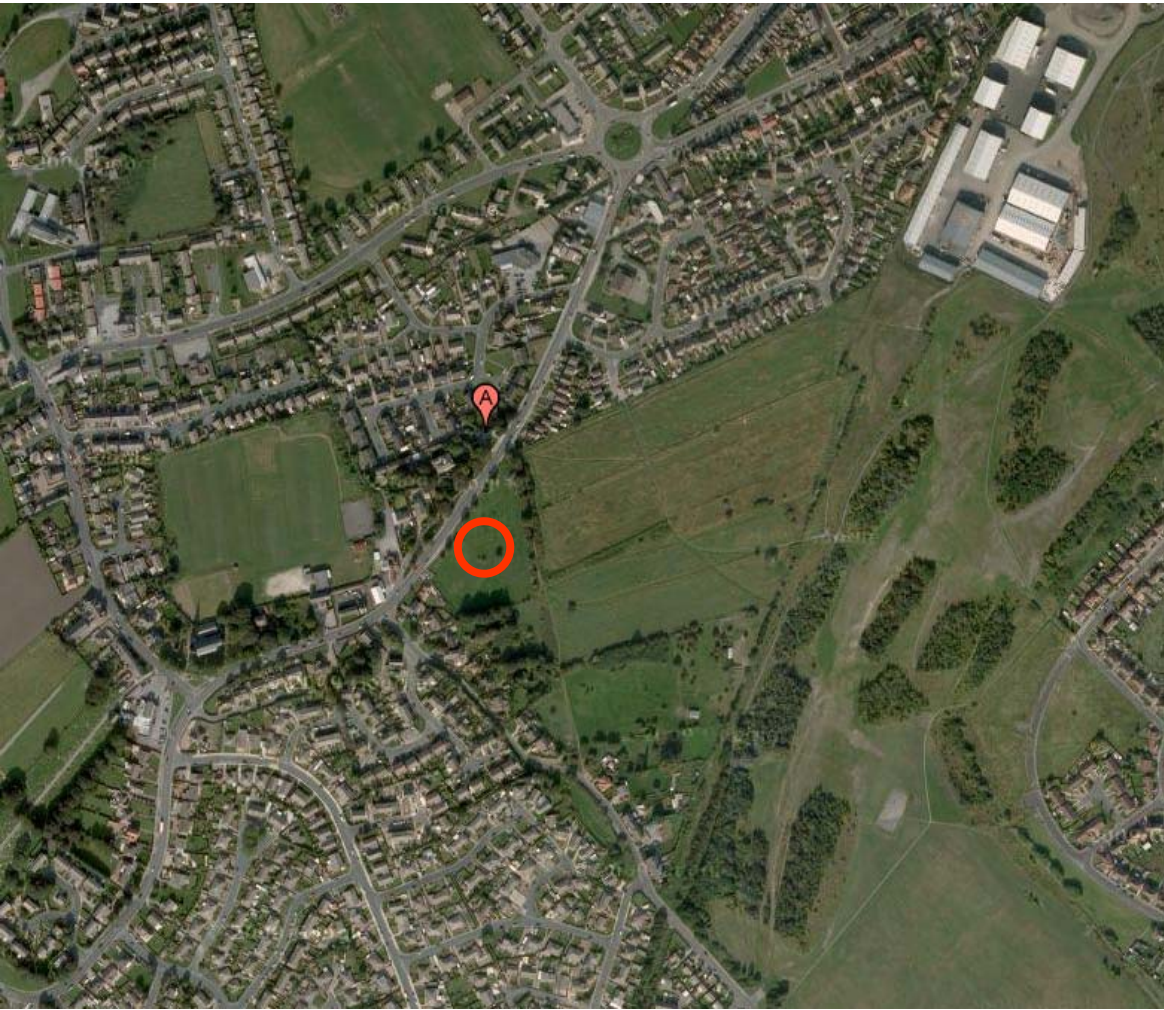
The report is divided into the typical sections required for a Design & Access Statement, but in addition it includes a section on sustainability. At the beginning of each section the relevant Building for Life Criteria are noted in the grey box to aid understanding.

THE SITE AND ITS SURROUNDINGS

The proposed site is located to the north of Barnsley centre and in an area known as Monk Bretton. The proposed site is located on the south side of Burton Road.

The site is triangular in shape and sits on a steep gradient that runs in west-east direction. The change in level is approximately 10 metres. The site is open land that is grassed and has a number of trees, particularly along the site boundaries. The site has a variety of boundary treatments with fencing to west, east and south whilst the northern boundary has a stone wall for most of its length. A bus lay-by is also located adjacent to the site.

To the north, on the opposite side of Burton Road, and immediately to the west of the site are a number of residential properties. To the south and east lie areas of open ground. Along the eastern edge of the site lies a public footpath.



Aerial view of the site



View of adjacent public footpath



View of the north boundary with site to the right.

DESIGN PROPOSALS

Use and amount

RELEVANT BUILDING FOR LIFE CRITERIA

Q1 Does the development provide (or is it close to) community facilities?

Q2 Is there an accommodation mix that reflects the community?

Q3 Is there a tenure mix that reflects the needs of the community?

The proposal provides 30 affordable houses in an existing residential area close to existing facilities. The proposed mix of units is as follows:

- 12 no. 2b4p house
- 18 no. 3b5p house

17 no. of these units are split level due to the topography of the site.

Layout

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character)?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q9 Do the buildings and layout make it easy to find your way around?

Q10 Are the streets defined by a well-structured building layout?

Q11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

Q12 Is the car parking well integrated and situated so it supports the street scene?

Q15 Are public spaces and pedestrian routes overlooked and do they feel safe?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Q17 Do buildings exhibit architectural quality?

Due to the topography of the site and the limited scope to create a vehicle access point on to Burton road, the proposed site layout is constrained by these factors.

Access to the site is positioned to allow for practical gradients along the highway. Access into the site utilises a traditional estate road layout, with pavements either side. Further in to the site the highway style changes to a mews court arrangement where pedestrians are given priority over vehicles.



Proposed site layout

Scheme Design

All units are positioned to face onto the street to provide natural surveillance and vitality to the streetscene. All plots accommodate off street parking, with some units providing tandem parking.

Within the rear gardens each unit is provided with a shed that is large enough to accommodate cycle storage.

All rear gardens are enclosed to provide gated and secure private amenity space in accordance with Secured by Design principles.

Appearance

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character)?

Q8 Does the scheme feel like a place with a distinctive character?

Q17 Do buildings exhibit architectural quality?

The units are primarily constructed with a red or buff brick with render under a pitched concrete tile roof. Some of the units have Juliette balconies to add variety and interest to the streetscene. In addition a canopy above the entrance door adds relief to the façade.



Initial development drawing

Scale & Massing

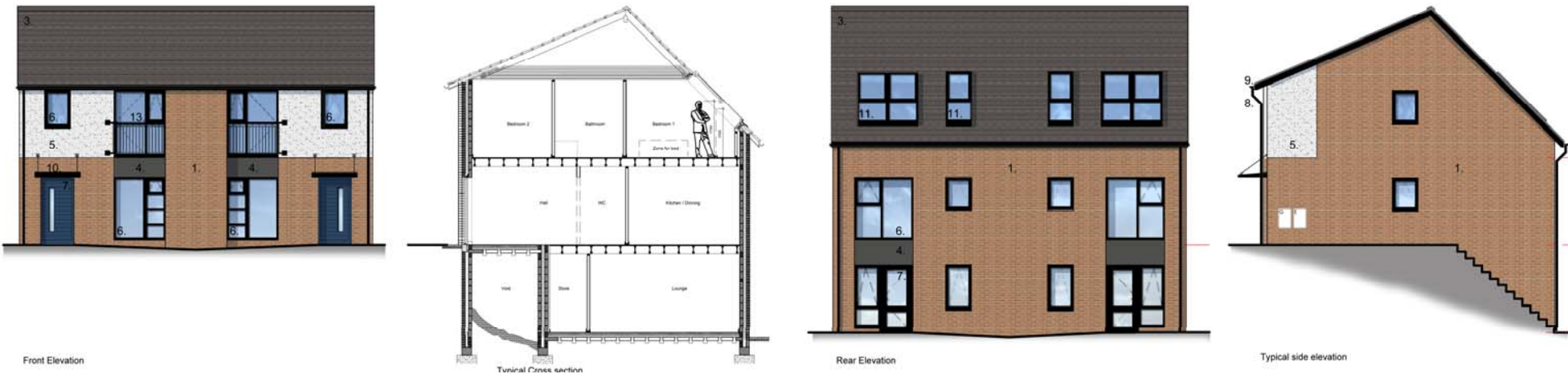
RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character)?

Q8 Does the scheme feel like a place with a distinctive character?

Q17 Do buildings exhibit architectural quality?

The proposed residential units are two storeys in height, with the split level units utilizing a room in the roof to create a half storey. These split level units utilise an asymmetrical roof from whilst the remainder of the units utilised a traditional pitched roof. This scale reflects the surrounding development in the area. The proposed units are also semi-detached which also responds to the form of the surrounding units.



Example unit elevations and section

Landscaping

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character)?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Soft landscaping within the proposal is limited to the private garden areas of the individual units. The garden sizes comply with the requirements as set out in the South Yorkshire Residential Design Guide. Many of the trees along of the southern and eastern boundary edge are proposed to be retained.

Hard landscaping will be limited to the driveways within the curtilage of the units. Traditional driveways to the side of some units will provide tandem parking bays to minimise visual impact of parking at the front of the units.

There are no areas of public space within the site.

Planning Context

The proposed site is allocated for residential use within the Barnsley Unitary Development Plan (the UDP). The proposed site area is approximately 0.9 ha. The new development will provide 30 dwellings which are predominantly semi detached units, with some short terraces. As a result the siting and orientation of proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of two storey buildings which reflects the height of the surrounding buildings. As a result it is considered that the layout form and design of the proposal accords with policies BE5, BE6 & BE6A within the UDP and Supplementary Planning Guidance 2. In curtilage driveway parking is provided for all units, with the two bedroom units provided with one parking space and the three and four bedroom units provided with two spaces. This accords with pre-application advice.

SUSTAINABILITY

Sustainability

Q5 Does the development have any features that reduce its environmental impact?

Q18 Do internal spaces and layout allow for adaptation, conversion and extension?

Q19 Has the scheme made use of construction or technology that enhances its performance, quality and attractiveness?

Q20 Do Buildings or spaces out perform statutory minima such as building regulations?

The emerging Barnsley Council Policy CSP 5 requires all residential developments of 10 or more units to incorporate a decentralized, renewable or low carbon energy source sufficient to reduce the developments CO2 emissions by at least 15%.

Paragraph 9.2.3 of the above policy states “this policy will be applied flexibly if it can be demonstrated that such provision would not be technically or economically feasible”.

The development budget for the application site is excessive in comparison to a normal residential site due to the abnormals required to deal with the topography, namely;

- Extensive retaining structures both within dwellings and garden areas
- External stepped pedestrian access routes to plot rear gardens.
- Provision of additional lower ground floor accommodation to 17 dwellings creating 474.9m² additional gross internal floor area. The difference

between these 17 non standard and standard 2 storey dwellings total gross internal area is 383.52m²

- Tanking to all lower ground floor area of the 17 units.

The additional cost required to develop the site, together with incorporation of a decentralized, renewable or low carbon energy source would make the proposals economically unfeasible, and therefore justifies the provision with paragraph 9.2.3 for non-compliance of policy CSP 5.

ACCESS

Access

RELEVANT BUILDING FOR LIFE CRITERIA

Q4 Does the development have easy access to public transport?

Q13 Are the streets pedestrian, cycle and vehicle friendly?

Q14 Does the scheme integrate with existing streets, paths and development?

Burton Road lies immediately to the north of the site. This is an arterial route and has a number of bus stops, one of which is located adjacent to the northern site boundary, that provide access to Barnsley town centre and beyond.

To the north east of the site at the junction of Burton Road with High Street, is a local supermarket which provides local amenity provision.

The mews court highway arrangement provides pedestrian priority over vehicles.

The scheme provides in curtilage parking spaces for vehicles. The two bed units are provided with one space whilst the larger units are provided with two spaces.